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COUNTRY RumaniaREPORT NO. TOPIC Occupation of the Bucharest-Giulesti Airfield.

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EVALUATION 25X1X PLACE OBTAINED DATE OF CONTENT June 1948 to May 1949DATE OBTAINED DATE PREPARED 3 July 1950REFERENCES 25X1CPAGES 2 ENCLOSURES (NO. & TYPE) REMARKS SOURCE 25X1X

1. In June 1948 the Bucharest-Giulesti (XC) airfield was occupied by:
 - a. The air transport unit of the Rumanian Air Division equipped with about: 20 Savoia - Marchetti 79, 3 Ju 52, 3 W - 34, 6 or 7 He - 111, 7 Fleet, 7 or 8 Fieseler Storchs, 4 FW - 58. (1)
 - b. The courier unit of the Ministry of Industry and Trade equipped with three Fieseler Storchs and three Klemm-35s.
 - c. The courier unit of the Ministry of Agriculture equipped with two Fieseler Storchs and one Klemm-35.
 - d. The courier unit of the Ministry of Public Health equipped with three Fieseler Storchs.
 - e. The courier unit of the Ministry of Finance equipped with three or four Fieseler Storchs.
 - f. The courier unit of the Trade Union Association (CCM) equipped with two W-34s. (2)
2. Special security measures have been taken regarding the allotment of fuel to the units mentioned since all pilots are distrusted and suspected of possibly attempting to escape by air. Fuel is allocated by a commission composed of Engineer Vasiliev, (fnu), civilian CO of the Cristoloveanu airfield, and technical manager of the Bucharest-Giulesti field, who is a pilot and flying instructor; Petri Diaconescu, pilot, a confirmed Communist and former CO of a labor camp of the voluntary labor service; and Borcescu, (fnu), assigned to the air traffic control office. Only small quantities of fuel are allocated for long-distance flights thus forcing the pilots to refuel at intermediate landing fields. (3)
3. It was learned from regular pilots that the Rumanian 4th Air Transport Squadron was stationed at the Bucharest-Giulesti airfield in September 1948. (4) More than 50 % of the available aircraft were not serviceable due to the lack of spare parts in the depots of the Rumanian Air Force. It was not possible to import these spare parts from other countries.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the President of the United States.

Approved For Release 2002/08/14 : CIA-RDP82-00457R005400530002-6

Next Review Date: 2008

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4. In May 1949, similar occupation was observed at the field as in the past year. (1)

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- (1) The occupation of the Bucharest-Giulesti airfield agrees with a previous report. See []

- (2) The courier unit of the Ministry of Public Health was dissolved in the Spring of 1948 according to a previous report. See []

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[] However, it is considered possible that the aircraft of this unit are distributed among the other ministries.

- (3) The existence of a commission for the allocation of fuel is reported for the first time.

- (4) The information that the air transport squadron was designated No 4 is reported for the first time.

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